

WHEN MELBA POSTED BILLS.

It Was in Australia and She Wanted to Give a Concert.

Who would ever imagine that Mme. Melba once went forth armed with a pair of paste in one hand, a paste brush in the other and a roll of bills under her arm? asks the Grand Magazine.

Such a thing, however, actually happened in the early days of her career, when she was hungering for opportunities to sing in public. While Nellie Mitchell, as she then was, was still a schoolgirl, holiday-making at Sorrento, in Victoria, she got up a concert in aid of one of the local charities.

She asked her family to help her eke out her own meager savings, which she intended to devote to the purpose; but her father, in spite of the fact that he was very fond of music—and still has a fine voice which he loves to use—did not care to encourage his daughter in the enterprise. In the hope of stifling her leaning toward a professional career, he refused any aid whatever.

This cheek, however, did not daunt the plucky little songbird in any way. She determined, having pledged herself so far, to carry the matter through, cost what it might, without any assistance. Unfortunately all her own savings had by this time been swallowed up in the preliminary expenses, and there was not a penny left to pay for posting the bills on which she relied to advertise the entertainment.

Having tried various ways of circumventing the difficulty without success, she determined to be her own bill poster. She went straight to the hotel kitchen and persuaded one of the maids to make her a quantity of paste.

Then she borrowed a bill poster's brush and as soon as it was dark set off on her adventurous round and posted up every one of the bills she had had printed. The result of her enterprise was a big house and a neat sum of money.

LEFT MAN TO DROWN.

Vieuxtemps, the famous violinist, used to tell the following story:

When crossing London bridge one day, he was suddenly brushed aside by a wretched tatterdemalion who climbed the parapet and plunged into the river. The foot passengers crowded around immediately to watch the unfortunate man as he rose to the surface, and in a trice some one shouted: "I'll bet he drowns!"

"Two to one he'll swim ashore!" was the answer. The rest of the pedestrians joined in the betting.

Meantime Vieuxtemps rushed down to the river bank, secured a waterman and rowed out to the rescue. Just as the boatman was about to reach forth to grasp the poor fellow, who by this time was floundering about in the water, having lost his desire for death, the spectators above cried out: "Leave him alone! There's a bet on it!" The oarsman drew back into the boat, and the unfortunate wretch sank before their eyes.—The Sunday Magazine.

EVER READY TO OBLIGE.

"One moment," said the affable stage robber. "The lady with the camera evidently wants to take me. Will this do, ma'am?" and he struck a tasty attitude.

The lady smiled. She was a camera fiend and the chance to humor her pet fad quite overcame all thought of danger.

"Look pleasant, please," she said. The stage robber smiled.

"I will give you the pleasant look of the man who has just taken several thousands from the express box, a few hundreds in loose change, two bags of dust, eight watches, four diamond rings and an opal scarf-pin," he merrily said.

Then the camera clicked, and, with a sweeping bow, the robber remounted his horse and dashed away.

JUST A CROPPER.

"O!" remarked the first fox-hunter, "you should have seen Mr. Nuritch take that high hedge."

"You surprise me!" exclaimed the other. "I thought the horse rode wasn't much of a jumper."

"O! the horse didn't take the hedge. Mr. Nuritch did it alone."

HER ONE CHANCE.

Nell—Mary Jones is spelling her name "M-a-e" now.

Belle—Let her. That's about the only chance she'll ever have to change her name.

FATHER OF MODERN AUTOS.

George B. Selden Credited with Making the First Machine.

Thirty years ago, writes Leroy Scott in the Technical World Magazine, George B. Selden never dreamed of the automobile of the present—a touring car that would run 30, 40 or 50 miles an hour, of a racing machine that would run two miles a minute. His dream was of a light carriage that would run as fast the second or third hour as a good horse would the first—ten miles an hour. To fully understand the task he was attacking, it must be remembered that the Lenoir gas engine of this period weighed about 5,000 pounds per horsepower, the flywheel being as heavy as an ordinary touring car, and that the Otto engine of a few years later weighed per horsepower about 1,500 pounds.

After Mr. Selden gained the basic idea of his engine there followed a year of thought and experiment. He had many black days. In October, 1877, he wrote in his diary: "Can't carry on about a dozen patent lawsuits and do much experimenting at the same time." And the next day he wrote: "If ever I get a road wagon it will be by accident. Of the almighty effort which an invention requires, who knows but the inventor?" But he kept indomitably on through these periods of depression, and by the latter part of 1877 he felt he had conquered, either by actual experiment or by theory, all his main problems. The time had come to build the engine. At length, early in 1878, Mr. Selden's long dream stood before him in steel and brass.

Would the engine run? Would his friends and enemies still have occasion to laugh at him, or would it be his turn to laugh? The May day in 1878 when the first test was made will forever be to Mr. Selden an unforgettable day. The trial took place in the corner of a foundry boarded off into a small room. All was made ready—the ignition flame was lighted—the flywheel given a turn. There was a sharp explosion, then increasingly rapid explosions. The engine ran!

WAS NO EMPTY THREAT.

The story is told that Dryden, after finishing his translation of Vergil, sent it to Jacob Tonsor for publication for a sum specified upon the manuscript.

Tonsor was desirous of obtaining the book, but determined to take advantage of Dryden's need of money. He therefore informed the poet that he could not pay the sum Dryden asked.

In reply Dryden sent the following lines in description of the publisher:

"With leering look, bull faced and frocked fair,
With two left legs, with Judas colored hair,
And frowzy pores that taint the ambient air."

When this was delivered to Tonsor, he asked if Dryden had said anything more. "Yes," replied the bearer, "he said to tell the dog that he who wrote these lines could write more like them." Tonsor sent the money at once.—The Sunday Magazine.

NOVEL LAWSUIT.

A novel suit has been docketed in superior court. It is entitled: Mrs. R. M. Thomason and husband, R. M. Thomason, against the Hackney & Moale company, book dealers and stationers, of this city. Gilmer Welch, of Asheville, represents the plaintiffs, and while the complaint has not yet been filed, it is stated that \$800 damages will be demanded. The suit is over a kodak film. It will be alleged by the plaintiffs that a film was left with the Hackney & Moale company for development; that the films contained photographs taken during the last illness of their child or after its death; that the defendant company accepted the film and thereafter lost it, and that the plaintiffs now have no late likeness of their deceased child. It is contended that the films cannot be replaced and the plaintiffs allege that they have been damaged \$800.—Charlotte Observer.

THE INERTIA OF JONES.

"What do you suppose is the cause of Jones getting on in the world so slowly?"

"Pure laziness. That man would actually rather pay rent than move."—Judge.

Who Are Our Leading Dramatists?

"The foremost dramatists writing in English, Arthur Wing Pinero and Henry Arthur Jones, dominated the beginning of the active theatrical season in New York, the chief honors going to the lesser light," says the writer of "The Players" in the November Everybody's. "It seems to me that the work of James M. Barrie is really more important than that of these two wheel-horses of contemporary English drama, because he has greater imagination, greater feeling, and because his plays have more real significance; but in popular estimation and in the minds of those who are supposed to speak with authority, Pinero and Jones come first."

A MOST WORTHY ARTICLE.

When an article has been on the market and gains friends every year, it is safe to call this medicine a worthy one. Such is Ballard's Horehound Syrup. It positively cures coughs and all pulmonary diseases. One of the best known merchants in Mobile, Ala., says: "For five years my family has not been troubled with the winter coughs we owe this to Ballard's Horehound Syrup. I know it has saved my children from many sick spells." Sold by Crenshaw & Young, 10-6ml

October.

These are the days of purple haze
When leaf takes flame and flower
has flown,
When clouds drift o'er and to the shore
The sea talks in an undertone;
When thrill of thrush in woods is hush
In Raptura's laughter, low and sweet,
And brooks steal down, through
grasses brown
With silver sandals on their feet,
Herbert Bashford, in Sunset Magazine for October.

LEST WE

forget—Baby is restless, can't sleep at night, won't eat, cries spasmodically. A bottle of little's Cream Vermifuge never fails to cure. Every mother could give her baby White's Cream ermitage. So many times when the baby is pale and fretful, the mother does not know what to do. A bottle of this medicine would bring color to the cheeks and laughter to the eyes. Give it a trial. Sold by Crenshaw & Young, 10-6ml

Mo. Pac. Time Table

Missouri Pacific—Lexington Branch			
EAST-BOUND TRAINS			
	No. 602.	No. 608	
	A. M.	P. M.	
L'v. Kansas City	5:40	5:05	
Ar. Independence	6:10	5:35	
" Wellington	7:20	6:45	
" Myrick	7:35	7:00	
" Lexington	7:45	7:10	
" Higginsville	8:15	7:40	
" Concordia	8:42	8:07	
" Sedalia	9:50	9:15	
WEST-BOUND TRAINS.			
	No. 605.	No. 60	
	A. M.	P. M.	
L'v. Sedalia	5:25	3:10	
Ar. Concordia	6:30	4:15	
" Higginsville	6:50	4:35	
" Lexington	7:25	5:05	
" Myrick	7:35	5:15	
" Wellington	7:50	5:30	
" Independence	9:05	7:15	
" Kansas City	9:35	7:45	

Missouri-Pacific—J. C. B. & L.			
WEST BOUND.			
	No. 31	No. 37	
	A. M.	P. M.	
L'v. Jefferson City	6:20	1:15	
Ar. Booneville	7:41	2:37	
" Marshall	8:44	3:47	
" Waverly	9:37	4:43	
" Myrick	10:33	5:30	
" Lexington	10:45	5:45	
" Napoleon	10:54		
" Kansas City	12:05 p. m.		

EAST BOUND.			
	No. 32	No. 38	
	A. M.	P. M.	
L'v. Kansas City	7:00		
Ar. Napoleon	8:20		
" Wellington	8:31		
" Lexington	7:15	8:31	
" Myrick	7:50	8:45	
" Waverly	8:50	9:30	
" Marshall	9:45	10:25	
" Booneville	10:52	11:35	
" Jefferson City	12:15	1:20	

It will be seen that all of these trains run to the Lexington station except the morning train west and the evening train east on the River Division. Busses meet these trains at Myrick.

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An Experimental Government.

Mr. Russell says of the New Zealand Government in his "Soldiers of the Common Good," in the November Everybody's:

"Many of the ideas that they have since put into practice were very vague with them when they began; but one thing seemed clear enough. They believed that the most evil of the world resulted from the uneven distribution of wealth, and that they ought to do something to help the men that are getting too little to get more. A primitive way to help was to keep them in good physical condition; so the campaign of the new government opened with bills to improve health. Wherever two or more persons were employed, was the sweeping declaration of these measures there must be adequate light, fresh air, approved sanitation, and simple fire-escapes. If meals were eaten upon the premises employers must provide dining-room with tables, chairs, and facilities for heating water, so that there should be no more eating of cold lunches from tin buckets, while seated upon work-benches. Inspectors were provided to see that these regulations were strictly enforced, and heavy penalties were laid upon employers that neglected them. Working men were protected in other ways. For the first time in New Zealand they were allowed to file mechanics' liens upon an owner's property in default of payment by a contractor, and the laws about employers' liability for accident were amended so as to give an injured workman a chance to recover damages. Previously such laws had been devised, as they generally are with us, to enable the employer to dodge his responsibility."

A Cosmopolitan Monarch.

Though King Leopold has been, as he pruned at his coronation, "a Belgian, heart and soul," there are few men more cosmopolitan. He employs men of all nationalities in the Congo State. Of Americans, some of whom he has found useful in his business enterprise, he is supposed to be especially fond. It was chiefly with the aid of two Americans, Henry M. Stanley and General Henry Sanford, that he first succeeded in establishing himself in Africa. For some years, Thomas F. Walsh, "the Cripple Creek mining man," was said to be particularly in his American mining ventures. He recruits his officers in the Congo State largely from the Swedish and Italian governments. He employed Englishmen in the work of exploration in the Congo. But his ideal clerical king finds among the Belgians, in whose bureaucratic spirit is strongly marked. Wherever Leopold has found a foothold in China, Persia, or Africa, it is to Belgians alone that he has entrusted the task of administration.—Robert E. Park in "A King in Business," in the November Everybody's.

Education in Mexico.

The "Colegio de Pio Mariano" school for boys, but I can not say inside because it is under the patronage of a holy order, who have long and sign warning us in good Spanish the guests are not welcome. But I see the boys; they come early and late, and all day long I hear them studying, each muchacho at the very top of his voice. The same sound in a minor key catches my ear. I follow it to a door, whose sign indicates girls' school. The girls study as loudly as the boys, though the craft of the needle and of the loom forms by far the greater part of their education. In one school there are more than one hundred orphans. This once magnificent house was built long years ago for a convent, and it is in this beautiful cloister, amid flowers and birds and fountains, these children dwell. The full import of the word dwell you may better grasp when I tell you that, with the exception of one day in the year (Holy Thursday), when they go in a body, visiting as many churches as possible between the rising and the setting of the sun, that they never go outside. By a winding stone stair that connects their patio with the loft of a church, they go daily to mass. And thus until they are fourteen or sixteen years old these girls spend their apparently joyous young lives amid little study, much prayer and a remunerative weaving of fine lace.—Lienila Tiedala, in Sunset Magazine for October.

Public Sale.

I will sell at public auction on my farm 1/4 mile west of Lexington, Saturday, Oct. 29, at 10:30 a. m. 8 milch cows with calves at side.

R. HUFFAKER.

CHICAGO & ALTON RY.

TIME TABLE	
EAST BOUND.	
(In Effect June 2, 1904.)	
No. 14, Missouri State Express, for: Peoria, Bloomington and St. Louis	10:31 a. m.
No. 22, Red Flyer, for St. Louis	11:34 a. m.
No. 48, except Sunday, Accommodation for St. Louis	6:55 p. m.
No. 19, Daily, "The Hammer" for Chicago	7:30 p. m.
No. 62, Sunday only, Accommodation for St. Louis	8:55 p. m.
No. 44, Daily, "California Special" for Chicago stops for Chicago passengers only	10:25 p. m.
No. 24, Daily, "The Early Bird" for St. Louis	11:07 p. m.
WEST BOUND.	
No. 21, Daily, "The Early Bird" for Kansas City	6:03 a. m.
No. 7, Daily, "The Hammer" for Kansas City	6:15 a. m.
No. 61, Daily, Accommodation for Kansas City	8:33 a. m.
No. 21, Daily, "The Red Flyer" for Kansas City	3:15 p. m.
No. 15, Daily, Mo. State Express for Kansas City	4:40 p. m.

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To the Homeseeker.

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To the Investor.

All over the Southwest, cities and towns are growing up, expanding, requiring more, demanding more, people by eager, pushing, wide-awake citizens, who see the virtue of encouraging enterprise of every kind, the need of getting more and better facilities, and more hands to develop the country. The oil and gas fields of Kansas, Indian Territory and Oklahoma are practically new and offer wonderful opportunities for development along commercial lines.

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